Longhill Road Corridor Study

James City County

#13-5389
UPC: 98811

NOVEMBER 2012

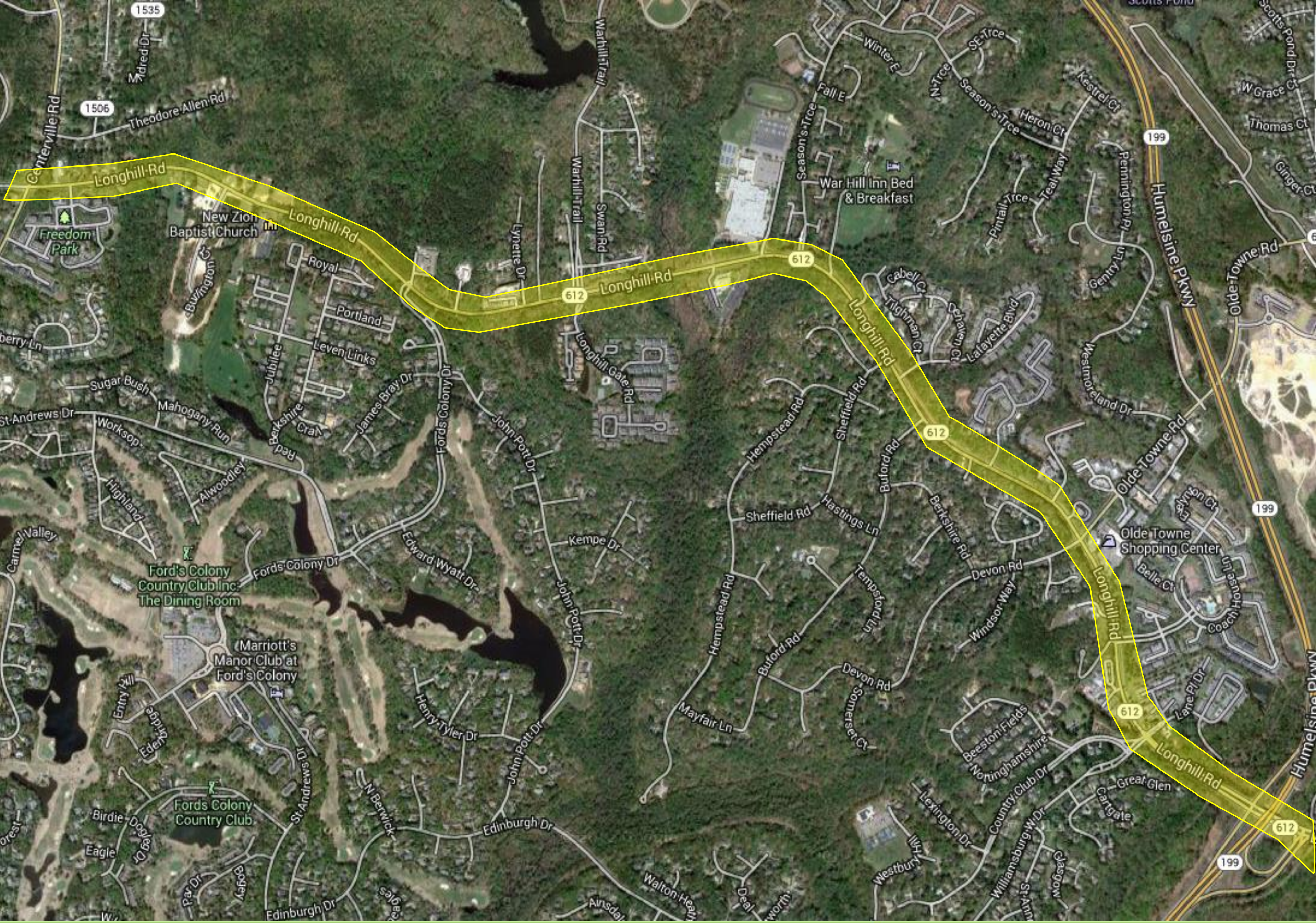
PREPARED FOR

James City County VIRGINIA Jamestown 1607

PREPARED BY

Kimley»Horn

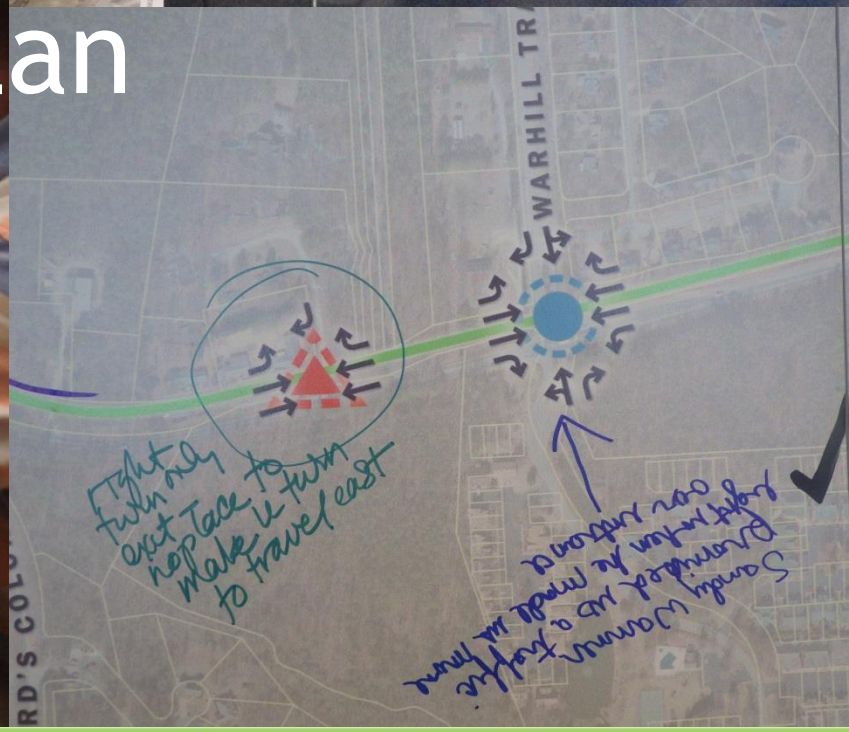
A WILLIAMSBURG - JAMES CITY COUNTY PUBLIC SCHOOL



Longhill Road Corridor Study *James City County*

Kimley»Horn

Your Plan



We started when:

- Project Kick-Off: May 2013
- Stakeholder Interviews: July 2013

Remember Why We're Doing This

Total Number of Crashes: 102
Located Crashes: 67
Crash Severity:
- Property Damage Only - 41 crashes
- Injury - 57 crashes
- Pedestrian Injury - 4 crashes

Crash Type:
- Angle - 29 crashes
- Rear End - 49 crashes
- Sideswipe Same Direction - 2 crashes
- Fixed Object Off Road - 7 crashes
- Pedestrian - 3 crashes

Existing Arterial LOS

Eastbound Longhill Road				
Cross Street	AM		PM	
	ATS (mph)	LOS	ATS (mph)	LOS
Old Towne Road	37.6	A	31.9	B
Williamsburg W. Drive/Lane Place Drive	8.8	F	9.6	F
Humelsine Parkway (Route 199) EB Off/On-Ramp	23.2	C	22.8	C
Humelsine Parkway (Route 199) WB Off/On-Ramp	14.8	E	11.6	F
Overall	**22.1**	**C**	**20.9**	**D**

Westbound Longhill Road				
Cross Street	AM		PM	
	ATS (mph)	LOS	ATS (mph)	LOS
Humelsine Parkway (Route 199) WB Off/On-Ramp	29.0	B	25.7	C
Humelsine Parkway (Route 199) EB Off/On-Ramp	22.1	C	20.3	D
Williamsburg W. Drive/Lane Place Drive	19.5	D	2.5	F
Olde Towne Road	13.4	E	6.0	F
Centerville Road	33.0	B	32.7	B
Overall	**25.7**	**C**	**12.4**	**F**

LOS A

LOS F

Future No-Build Arterial LOS

Eastbound Longhill Road				
Cross Street	AM		PM	
	ATS (mph)	LOS	ATS (mph)	LOS
Old Towne Road	37.6	A	20.6	D
Williamsburg W. Drive/Lane Place Drive	6.4	F	3.8	F
Humelsine Parkway (Route 199) EB Off/On-Ramp	21.9	D	21.6	D
Humelsine Parkway (Route 199) WB Off/On-Ramp	14.3	E	11.2	F
Overall	**18.9**	**D**	**11.4**	**F**

Westbound Longhill Road				
Cross Street	AM		PM	
	ATS (mph)	LOS	ATS (mph)	LOS
Humelsine Parkway (Route 199) WB Off/On-Ramp	28.8	B	25.8	C
Humelsine Parkway (Route 199) EB Off/On-Ramp	21.8	D	17.7	D
Williamsburg W. Drive/Lane Place Drive	17.9	D	1.2	F
Olde Towne Road	18.1	D	2.6	F
Centerville Road	33.0	B	29.7	B
Overall	**27.3**	**C**	**6.7**	**F**

LOS A

LOS F

Guiding Principles

Longhill Road is an important corridor that connects people with significant places in our community; therefore, design improvements to the corridor should:

- Respect the context of the area,
- Safely accommodate all users,
- Respond to existing and projected traffic volumes,
- Be visually appealing, and
- Minimize impact to the natural and built environments.

The resulting improvements will integrate with existing neighborhoods, offer consistence with the comprehensive plan, and promote quality growth and economic vitality.

Project Symposium – October 3, 2013

Symposium at a Glance

The Longhill Road Corridor Symposium, held at the James City County Recreation Center on October 3rd from 7-9 pm, served to inform the public and solicit their input for the corridor planning process. It was an action-packed event that adopted the popular "TED Talks" format with brief, direct, and on point presentations on each of the six planning themes: Safety, Traffic, Bike & Ped, Neighborhoods, the Environment, and Development Trends. Over 75 stakeholders from throughout the study area engaged in a series of thought provoking individual and group exercises designed to unleash the participant's top priorities, concerns, and preferences moving forward. This brochure represents a summary of the wealth of information generated during the symposium that will presented to the Project Advisory Committee (PAC) prior to the finalization of guiding principles.

Symposium Activities

- Planning Themes Presentations
- Activity A: Planning Questionnaire
- Activity B: Thought Wall
- Activity C: Priority Decision Tree
- Activity D: Build-A-Street
- Closing Remarks

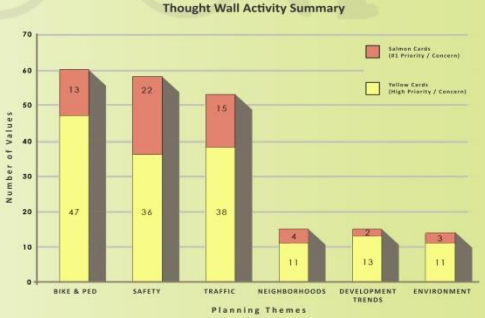
activity summaries

Planning Questionnaire

After they were seated at their tables, participants filled out a brief questionnaire outlining their greatest hopes and fears for the corridor. They voted upon, and expressed comments about, corridor features that should be protected, as well as some potential solutions to improve the corridor's functionality. These "Planning Postcards" provided insight into their motivating factors for staying connected to date and their motivation for continued investment in this project. This questionnaire and the results will be available on the project website at www.LonghillRoadCorridorStudy.com.

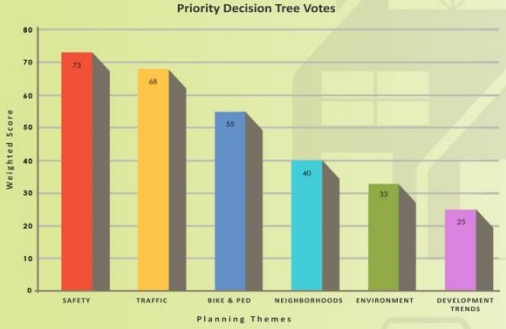
Thought Wall

After listening to the Planning Themes presentations on the six planning themes, participants were given four colored sheets and asked to identify their top priorities or concerns and share them on the "Thought Wall." Individually, they expressed these priorities/ concerns in bold print on their sheets of paper (salmon color for their #1 priority/concern and yellow color for a high priority/concern) and placed each sheet under the most appropriate planning themes on the designated "Thought Wall." The results were then stacked from the floor-up resulting in a large scale histogram representing the frequency of priority votes offered by individual participants. Based on a weighted scoring system, the top three planning themes were Bike & Ped, Safety, and Traffic. Safety had the most #1 priority/concern votes, followed closely by Traffic and Bike & Ped.



Priority Decision Tree

This exercise represented a group effort to examine the same planning themes, priorities and concerns as prioritized in the previous "Thought Wall" exercise. The final product was called a "priority decision tree" and consisted of a vertical stem and base with the six planning theme placards ordered from top to bottom in order of importance. Tables were directed to write on the placards the topics within those planning themes they believed were of the greatest priority or concern to their group. This exercise resulted in a robust discussion where the tables examined trade-offs and negotiated their perspectives as individuals within the group. Again, based on a weighted scoring system, the top three planning themes were Safety, Traffic, and Bike & Ped (although this time, Safety and Traffic outperformed Bike & Ped).



Build-A-Street

This exercise represented a group effort to identify an ideal cross-section for the corridor. They were presented with a toolbox of common corridor elements such as primary travel lanes, medians, sidewalks, street trees, bike lanes, multi-use paths, etc. and worked together to talk through and negotiate the trade-offs between right-of-way (ROW) and desired cross section features.

Table	# of Lanes	Left Turn Lane(s)	Median	Bike Lane(s)	Street Tree(s)	Planting Strip(s)	Shoulder	Multiuse Path(s)	Sidewalk(s)	Wild Card
1	4	X - 2	X - depressed with trees	-	X - 1	X - 1	-	X - 1	X - 1	-
2	4	X - 2way	-	X - 2	-	-	X - 2	X - 1	-	-
3	4	X - 2way where necessary	X - 1 where necessary	-	-	X - 1	X - 1	X - 1	-	-
4	4	X - 2way	-	X - 2 wide outside lanes	-	-	X - 2	-	-	-
5	4	X - 1 where necessary	-	-	-	-	X - 2 with street lights at intersections	X - 1	-	-
6	2	-	-	X - 1	X - 2	X - 1	-	X - 1	-	Stoplight at WISC/ Longhill Gate x-section & benches along path
7	2	X - 2way	-	X - 1	-	-	X - 2	X - 1	X - 1 with ped lighting	Bus stop pull-offs with shelters
8	2	X - 1 where necessary	X - planted median with curb & gutter	X - 2	X - 2	-	-	X - 1	-	Bus stop pull-offs with shelters
9	2	X - 1 where necessary	X - 1 where necessary	X - 1	X - 2 without curb & gutter	-	X - 1	X - 1	-	-
10	2	X - 2way	-	X - 2	X - 2	-	X - 2	-	X - 1	-
11	2	X - 2way	-	-	-	X - 1	-	X - 1	-	-
12	2	X - 2way	-	-	X - 2	-	-	X - 1	X - 1 with ped lighting	Bus stop pull-offs with shelters
13 - 199 to Olde Towne	4	-	X - depressed	-	-	X - 1	-	X - 1	-	-
13 - Olde Towne to Centerville	2	X - 1 where necessary	X - 1 where necessary	X - 1	-	-	X - 2	-	X - 1	-
14 - 199 to Olde Towne	4	X - 1 where necessary	X - 1 where necessary	-	-	X - 1	-	X - 1	-	-
14 - Olde Towne to Centerville	2	X - 2way	-	-	-	X - 1	-	X - 1	-	-

Build-A-Street Activity Summary

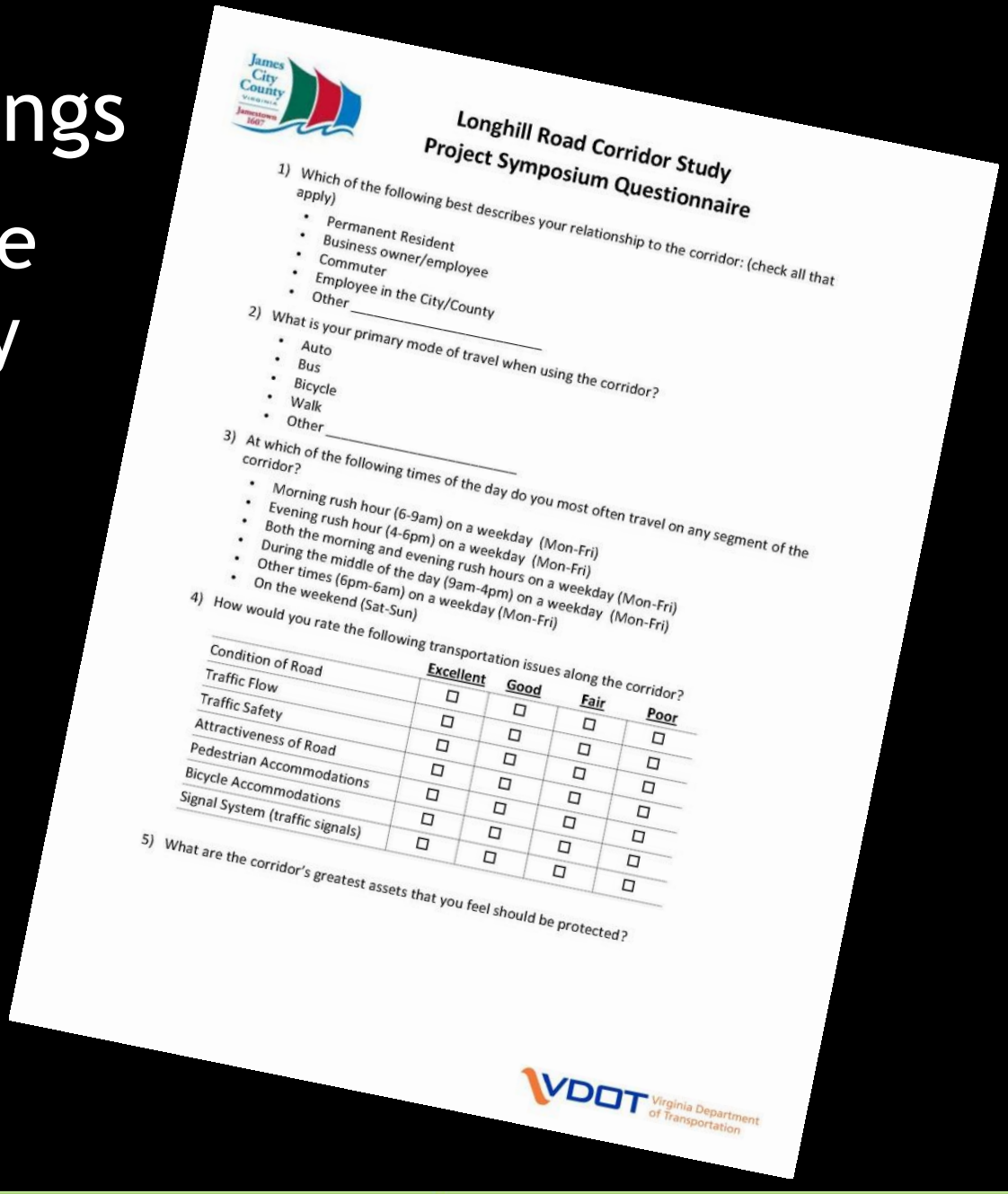
Thoughts Anyone?

You want the street to look like what?

What's most important to you…

More than Meetings

- One Questionnaire and Online Survey
- Stakeholder interviews



Longhill Road Corridor Study
Project Symposium Questionnaire

1) Which of the following best describes your relationship to the corridor: (check all that apply)
   - Permanent Resident
   - Business owner/employee
   - Commuter
   - Employee in the City/County
   - Other _____

2) What is your primary mode of travel when using the corridor?
   - Auto
   - Bus
   - Bicycle
   - Walk
   - Other _____

3) At which of the following times of the day do you most often travel on any segment of the corridor?
   - Morning rush hour (6-9am) on a weekday (Mon-Fri)
   - Evening rush hour (4-6pm) on a weekday (Mon-Fri)
   - Both the morning and evening rush hours on a weekday (Mon-Fri)
   - During the middle of the day (9am-4pm) on a weekday (Mon-Fri)
   - Other times (6pm-6am) on a weekday (Mon-Fri)
   - On the weekend (Sat-Sun)

4) How would you rate the following transportation issues along the corridor?

	Excellent	Good	Fair	Poor
Condition of Road	☐	☐	☐	☐
Traffic Flow	☐	☐	☐	☐
Traffic Safety	☐	☐	☐	☐
Attractiveness of Road	☐	☐	☐	☐
Pedestrian Accommodations	☐	☐	☐	☐
Bicycle Accommodations	☐	☐	☐	☐
Signal System (traffic signals)	☐	☐	☐	☐

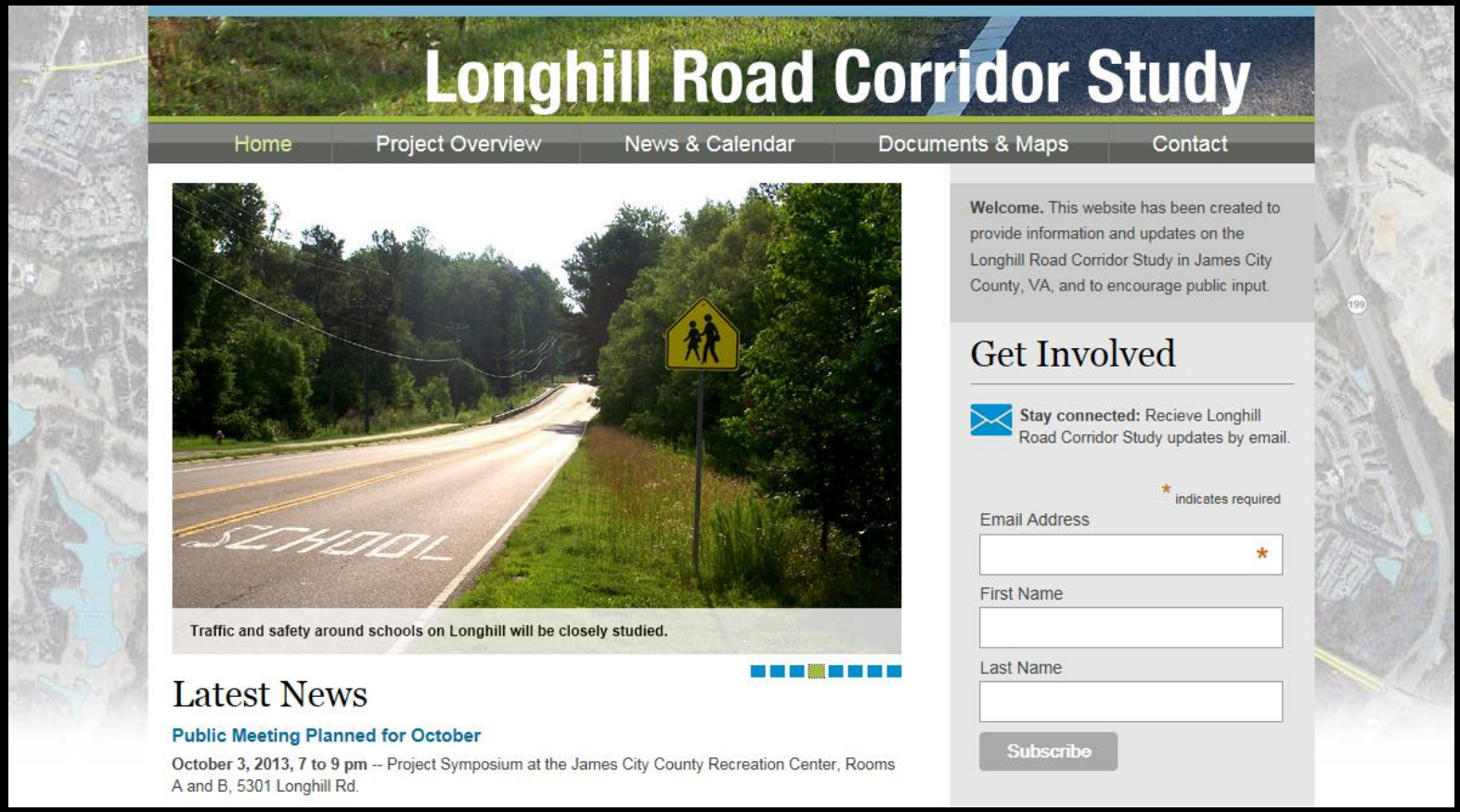
5) What are the corridor's greatest assets that you feel should be protected?

VDOT Virginia Department of Transportation

Public Involvement

- Project Website

  http://www.longhillroadcorridorstudy.com/



Public Workshop – November 21, 2013

A

D

C

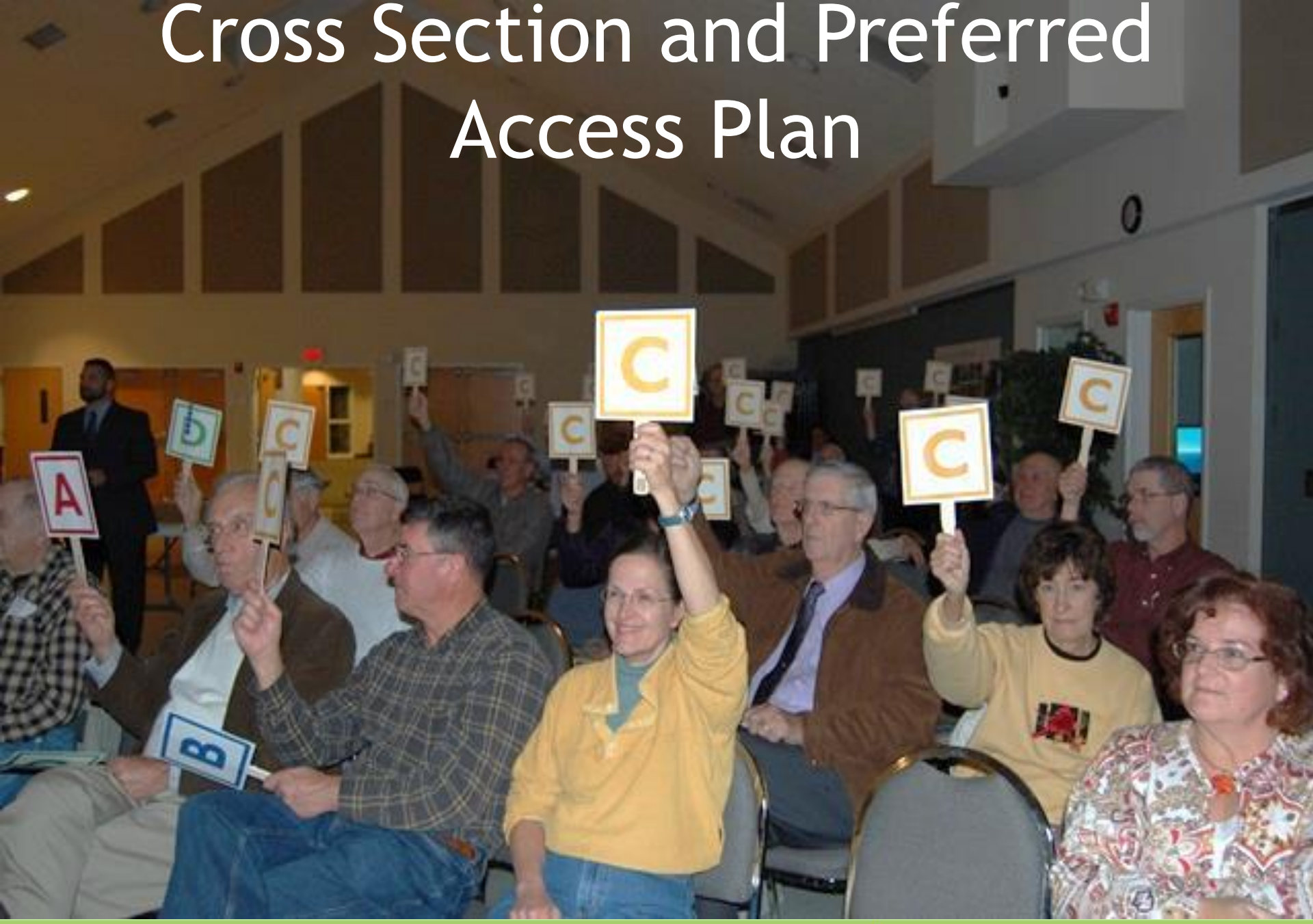
D

D

D

B

Cross Section and Preferred Access Plan

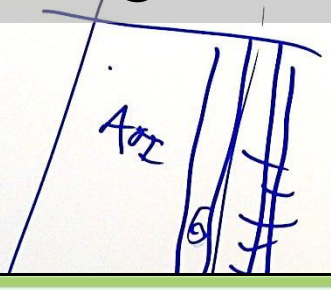


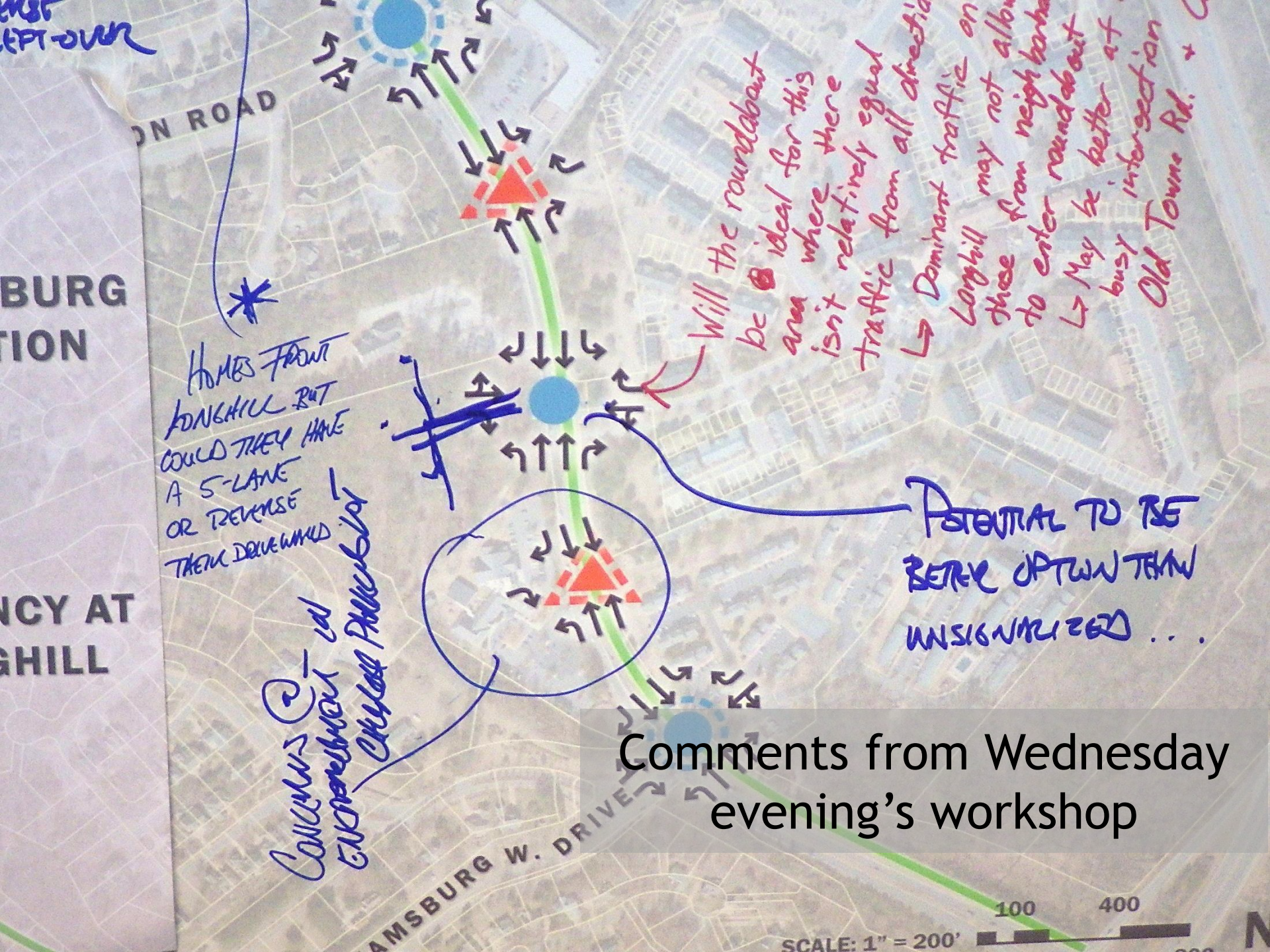
Public Workshop – February 19 & 20, 2013

Comments from Wednesday evening's workshop

TYPICAL 4 LANE CROSS SECTION

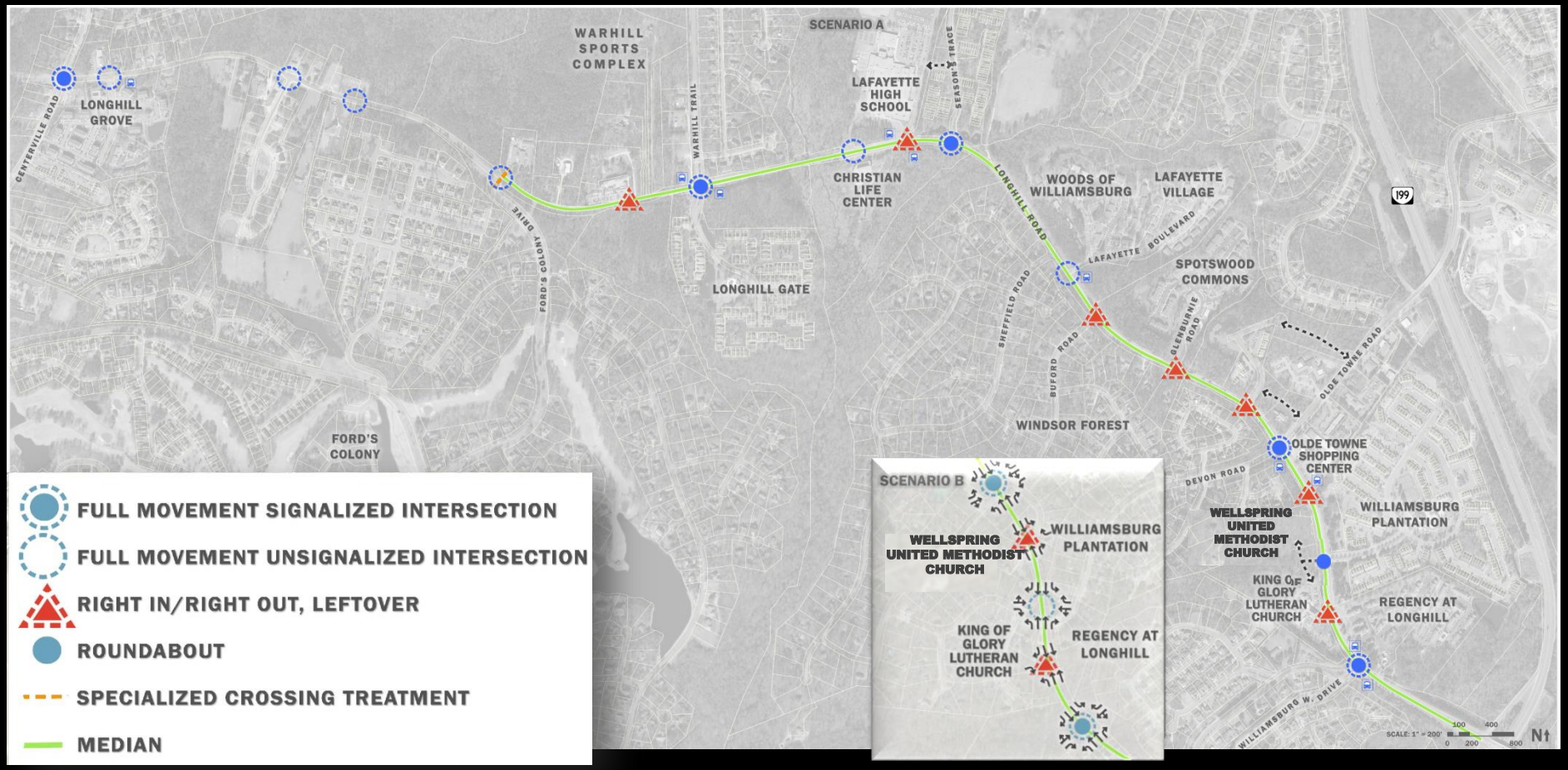
SS SECTION





Comments from Wednesday evening's workshop

Access Management Strategy



Access Management Techniques

- FULL MOVEMENT SIGNALIZED INTERSECTION
- FULL MOVEMENT UNSIGNALIZED INTERSECTION
- RIGHT IN/RIGHT OUT, LEFTOVER
- ROUNDABOUT
- SPECIALIZED CROSSING TREATMENT
- MEDIAN

Some Things We Heard…

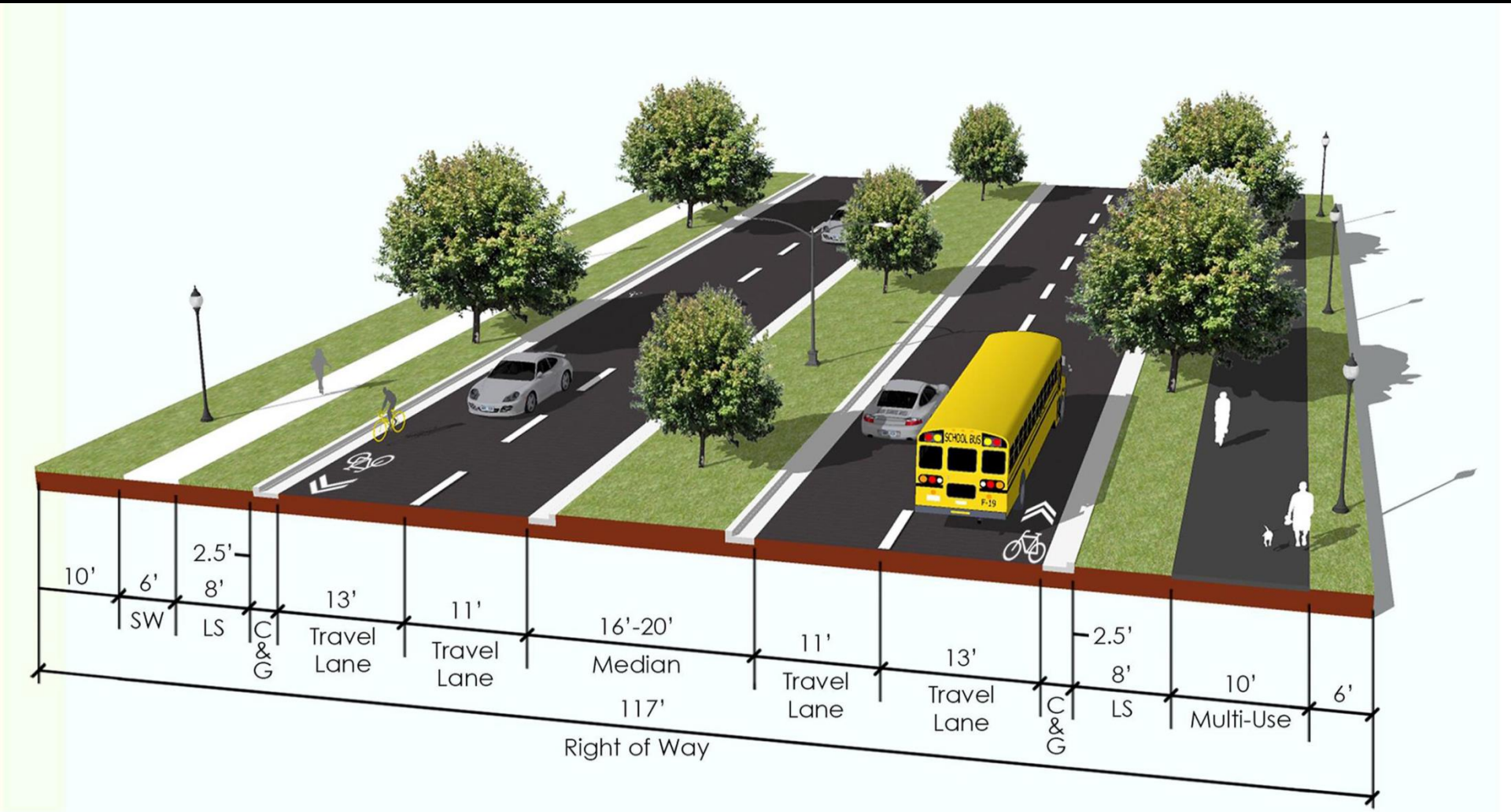
Comment	Action Plan		
	Agree	Consider	Disagree
1. Provide roundabout at Centerville Rd / Longhill Rd			✓
2. Connection from Warhill Sports Complex to Longhill Road.		✓	
3. Install traffic signalization at Warhill Trail and Season's Trace before roadway widening.		✓	
4. Provide a roundabout at Season's Trace.			✓
5. Provide a full movement unsignalized intersection at Glenburnie Road.	✓		
6. Provide a roundabout at Williamsburg West Drive.			✓
7. Provide street lights along corridor.	✓		
8. Provide high visibility crosswalks.	✓		
9. Remove the sidewalk since a multi-use path is provided			✓
10. Modify shared bike lane (either remove or offer dedicated)		✓	

You told us what you liked and didn't like

Recent Presentations

- Meetings
  - Technical Advisory Team (TAT) meeting
  - Project Advisory Committee (PAC) meeting
  - Policy Committee Briefing
  - King of Glory Lutheran Church field meeting
  - Williamsburg Montessori School field meeting
  - Season's Trace neighborhood meeting

Corridor Improvement Design Recommendations

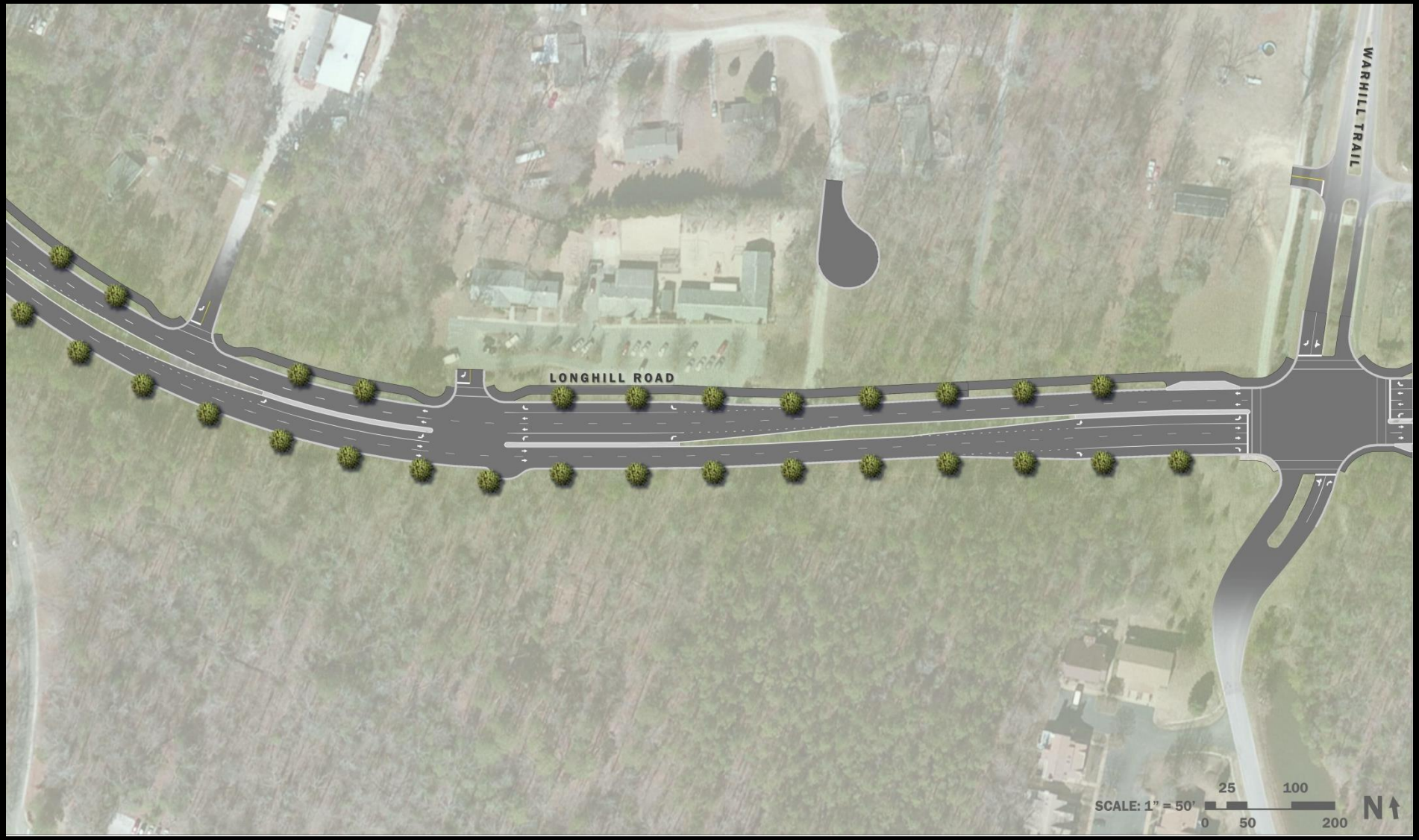


Design Renderings – Sheet 1

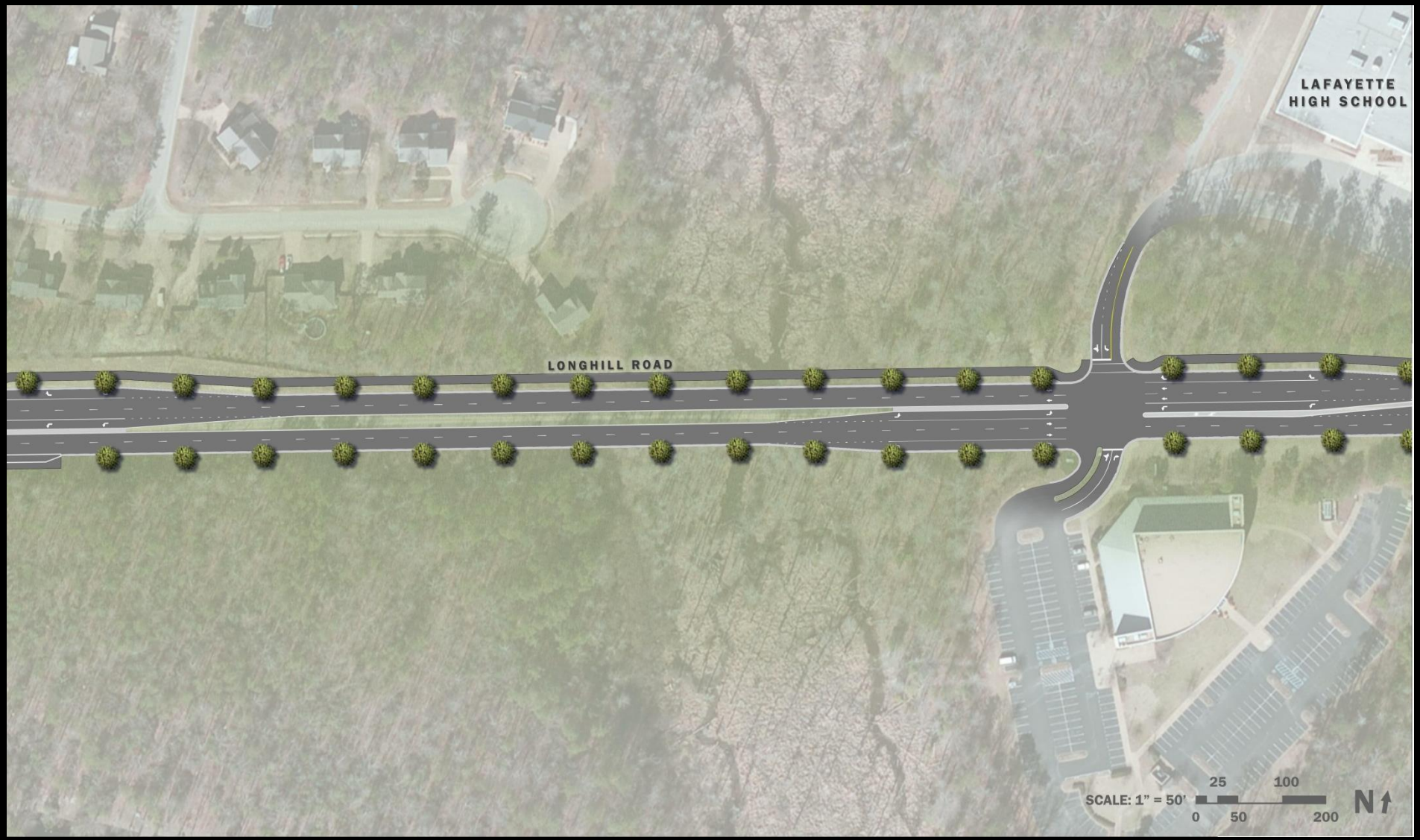
Design Renderings – Sheet 2

Design Renderings – Sheet 3

Design Renderings – Sheet 4



Design Renderings – Sheet 5



Design Renderings – Sheet 6

Design Renderings – Sheet 7

Design Renderings – Sheet 8

Design Renderings – Sheet 9

Design Renderings – Sheet 10

Future Build Arterial LOS

Eastbound Longhill Road				
Cross Street	AM		PM	
	ATS (mph)	LOS	ATS (mph)	LOS
Longhill Gate Road	42.2	A	38.3	A
Season's Trace	31.6	B	35.9	A
Old Towne Road	38.0	A	34.8	B
Williamsburg W. Drive/Lane Place Drive	20.9	D	14.0	E
Humelsine Parkway (Route 199) EB Off/On-Ramp	26.9	C	30.6	B
Humelsine Parkway (Route 199) WB Off/On-Ramp	17.9	D	13.3	E
Overall	**33.9**	**B**	**30.8**	**B**

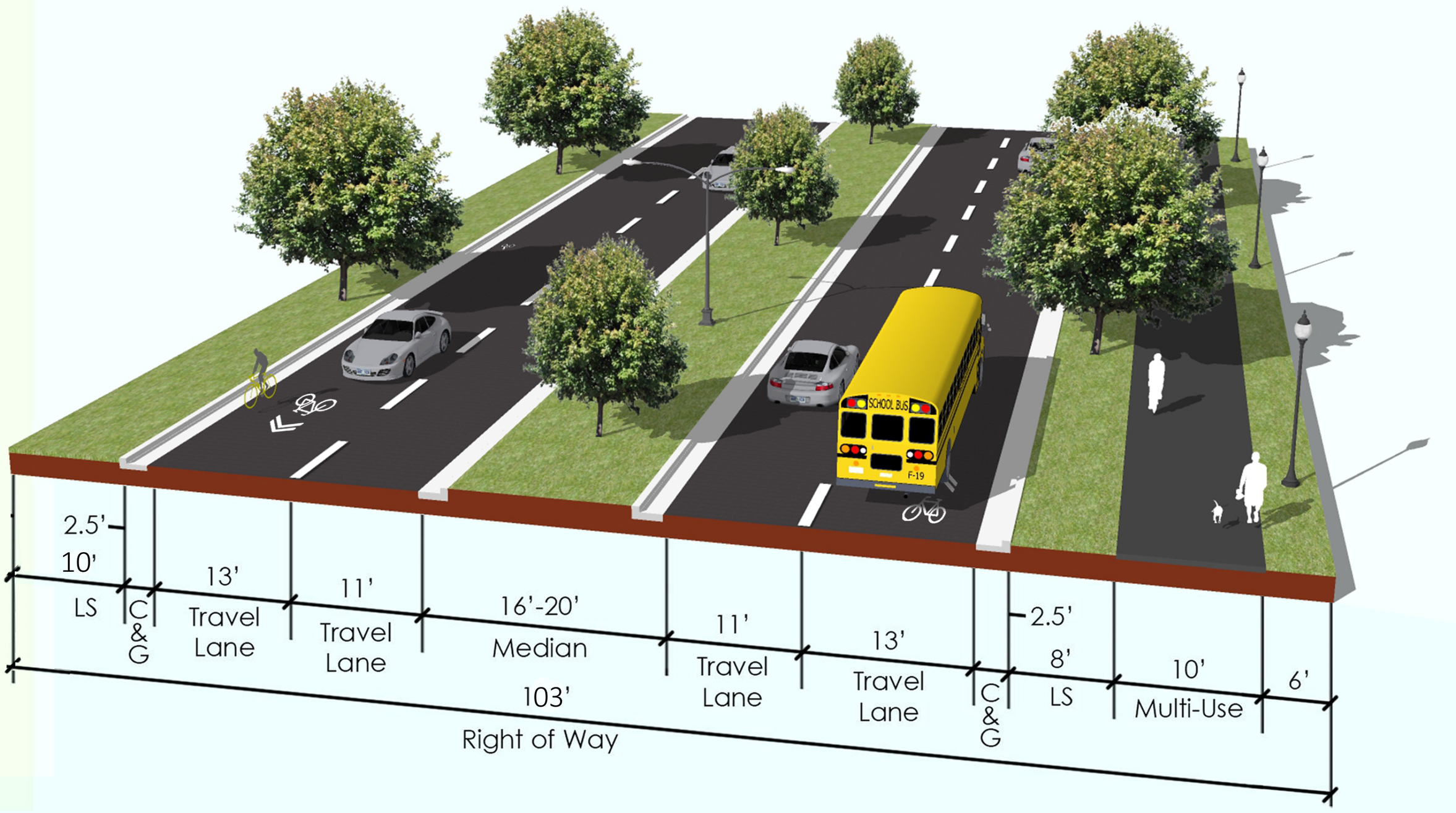
Westbound Longhill Road				
Cross Street	AM		PM	
	ATS (mph)	LOS	ATS (mph)	LOS
Humelsine Parkway (Route 199) WB Off/On-Ramp	29.9	B	22.1	C
Humelsine Parkway (Route 199) EB Off/On-Ramp	19.6	D	13.8	E
Williamsburg W. Drive/Lane Place Drive	30.3	B	20.6	D
Olde Towne Road	17.6	D	15.1	E
Season's Trace	37.8	A	40.0	A
Warhill Trail	34.6	B	27.6	C
Centerville Road	33.3	B	32.1	B
Overall	**31.3**	**B**	**27.4**	**C**

LOS A

LOS F

Next Steps

- Post Public Workshop PAC Meeting
- Prepare DRAFT FINAL Report
- FINAL Report
- Additional project update presentations are planned for both Policy Committee and Board of Supervisors
- Approval of the study by the James City County Planning Commission
- Presentation and approval of the study by the James City County Board of Supervisors



TYPICAL 4 LANE CROSS SECTION

LONGHILL ROAD CORRIDOR - DESIGN CONCEPT

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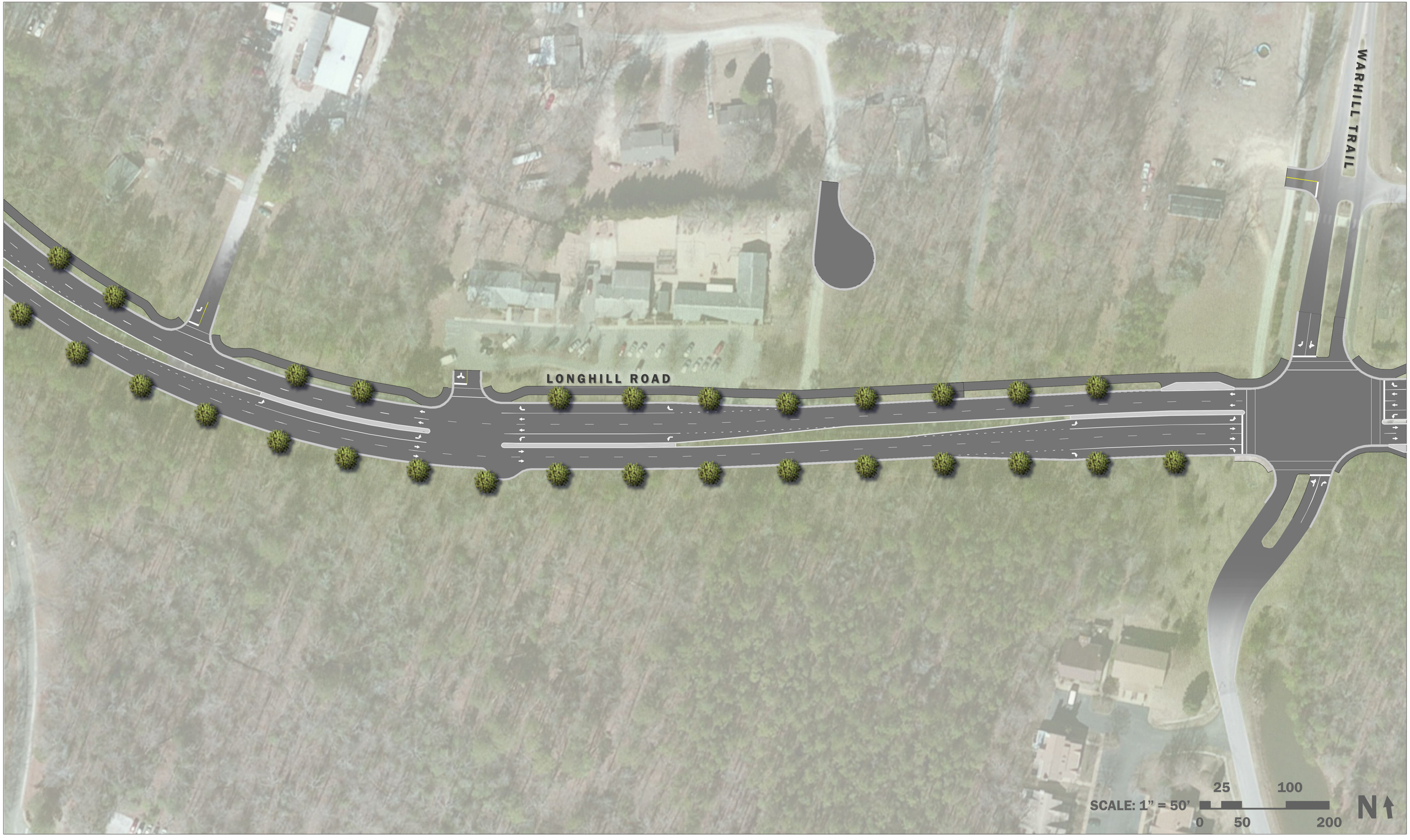

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